



Milwaukee County

DONALD G. NATZKE DIRECTOR

Carrie Cooper, Environmental Planner
Wisconsin Department of Transportation
141 NW Barstow Street
Waukesha, WI 53187

Wednesday, March 11, 2009

Dear Ms. Cooper:

Thank you for the information provided to us during our meeting of Friday, March 6, at our Wil-O-Way Underwood Center. Our Milwaukee County Office for Persons with Disabilities, Goodwill Industries, Easter Seals of Southeastern Wisconsin, and UW Extension appreciate the care and concern offered us. We recognize the many challenges inherent in designing a project of this magnitude and long-range impact with so many competing constituencies.

We further appreciate the time and care in considering the issues of significant importance to us.

As expressed during our meeting, the Wil-O-Way Underwood Center balances involvement of many referent groups: elders with disabilities, young people with behavioral disabilities exacerbated by excessive stimulation, outdoor wedding parties, trail and outdoor events, and a very popular summer day camp program. The Wil-O-Way Underwood location presently affords an environment where we can balance the needs of these many individuals with facilities and a natural setting to meet the many goals of our participants.

We have appreciated the obvious steps taken to minimize physical encroachment onto the Wil-O-Way grounds themselves. Though we are mightily concerned that movement by either of the presently preferred alternatives does place the roadway closer to the Wil-O-Way grounds. The present freeway noise does already significantly compromise the setting, and we sincerely fear that further encroachment to our site may cause a "tipping point" marring the use of the property for people sensitive to excessive noise stimulation.

In completing environmental testing, I would ask that care be taken in recognizing that people served by Wil-O-Way Underwood may be autistic, visually impaired, neurologically disabled, or have other conditions impacted differently by sound than the general population.

We note also, that there will likely be an impact on our ability to host outdoor events such as community runs, outdoor education, weddings, etc. Loss of such events impacts our commitment to have Wil-O-Way be a center for inclusive recreation serving the broad community of people with, and without, disabilities.

As plans proceed, we would ask that you carefully consider our concerns and look toward approaches to mitigate unintended consequences adversely impacting people with disabilities. At a minimum, we would ask that all prudent measures be taken to mitigate sound intrusion to this site in the interests of those people we serve. It is our hope that this effort can come to be a benefit to our entire community, including those of us with disabilities.

Respectfully,

A handwritten signature in black ink, appearing to read 'Don Natzke', with a long horizontal stroke extending to the right.

Don Natzke, Director
Milwaukee County Office for Persons with Disabilities



DEPARTMENT OF TRANSPORTATION & PUBLIC WORKS

Milwaukee County

April 16, 2009

Ms. Carrie Cooper
Wisconsin Department of Transportation
141 N.W. Barstow Street
Waukesha, WI 53187

Re: Zoo Interchange Highway Reconstruction Project
Environmental Impact Statement – Historic Buildings

Dear Ms. Cooper:

In regard to the above project, the Milwaukee County Department of Transportation and Public Works ("DTPW") staff has reviewed the two design alternatives for the proposed reconstruction of US 45 ("Project") and the results of the designs on the two County-owned historic buildings located on the Northeast quadrant of the County Grounds. Our understanding, as communicated by WisDOT at our January 29, 2009 meeting, is the following improvements may occur in relatively close proximity of the buildings:

- With regard to the Eschweiler Buildings (former Milwaukee County School of Agriculture and Domestic Economy), Swan Boulevard Right-of-way ("ROW") would be between 10 feet closer in Alternative N1 or 72 feet closer in Alternative N3.
- With regard to the Milwaukee County Parks Administration Building (former Milwaukee County Home for Dependent Children) the Watertown Plank Road north ROW line would move 104 feet closer to the building in Alternative N1 and N3. The entry drive to this building would be relocated to the east of its current location, but the circular drive in front of the building will not be impacted.
- In addition to the above-mentioned ROW acquisitions, WisDOT is also considering constructing a storm water retention/detention basin on existing County-owned land west of the Parks Administration Building. The location and size of the basin has not been defined.

With equitable compensation paid for the ROW acquisitions and perhaps incorporating potential design elements to help mitigate the proximity impact on the buildings, the Project Alternatives

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PHONE NUMBERS:	Administration 278-4835	—	Transportation 278-5096	—	Architecture & Engineering 278-4861
FAX NUMBERS:	Administration 223-1899	—	Transportation 223-1850	—	Architecture & Engineering 223-1366

Ms. Carrie Cooper

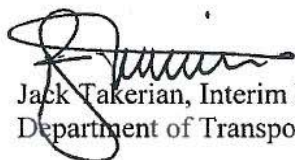
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as defined at this time do not appear to DTPW to have an adverse effect on the Eschweiler Buildings and the Parks Administration Building. However, although the Project Alternatives do not physically impact the Parks Administration Building, the open-space separating the building from the proposed Watertown Plank Road ROW will be dramatically reduced, thus impacting the aesthetic nature of the building, but not seeming to irreparably harm its function and utility. DTPW's initial concurrence of no adverse effect is made pending future design Alternative revisions and input by the Milwaukee County Board of Supervisors and County Executive.

WisDOT will advise DTPW when the final design Alternative is determined and the resulting acreage of required ROW acquisitions is defined. At that time we can begin discussing the ROW acquisitions, the compensation for those ROW interests and the in-kind alterations that may help mitigate the proximity impact to the buildings. The Milwaukee County Board of Supervisors and County Executive will have final approval of any conveyance of County-owned land.

Sincerely,



Jack Takerian, Interim Director
Department of Transportation and Public Works

pc: Craig Dillmann, Real Estate Services Manager
Glenn Bultman, Board Research Analyst
David Gilbert, UWM Real Estate Foundation

Cooper, Carrie - DOT

From: Charlie.Webb@ch2m.com
Sent: Thursday, March 06, 2008 4:29 PM
To: Cooper, Carrie - DOT; Goldsworthy, Benjamin; abubb@kapur-assoc.com; brad.heimlich@ch2m.com; tanheuser@kapur-assoc.com
Cc: Singh, Gary - DOT
Subject: FW: Zoo Interchange

From: Polenske, Jeffrey [mailto:Jeffrey.Polenske@milwaukee.gov]
Sent: Thursday, March 06, 2008 4:19 PM
To: donna.brown@dot.state.wi.us
Cc: Mantes, Jeffrey; Webb, Charlie/MKE
Subject: RE: Zoo Interchange

Donna,

Just as a follow-up to my conversation with Charlie, I wanted to let you know in writing that we would like to be a "participating agency" (as defined by Section 6002 of the SAFETEA-LU). Please include me as the City's DPW rep and main point of contact.

Thanks,
Jeffrey S. Polenske
City Engineer
City of Milwaukee
(414)286-2400

From: Charlie.Webb@CH2M.com [mailto:Charlie.Webb@CH2M.com]
Sent: Tue 2/26/2008 1:48 PM
To: Polenske, Jeffrey
Subject: Zoo Interchange

Jeff---I got your return message...the purpose of my call last week was to follow up on the Zoo Interchange agency scoping meeting to see if the City of Milwaukee wants to be a "participating agency" as defined by the SAFETEA-LU Section 6002. I'd like to set up a time to talk on the phone or meet with you to discuss the in's and out's of the participating agency designation.

Brad Heimlich can follow up with you at this afternoon's meeting.

Thanks,
Charlie



Department of Public Works
Infrastructure Services Division

Jeffrey J. Mantes
Commissioner of Public Works

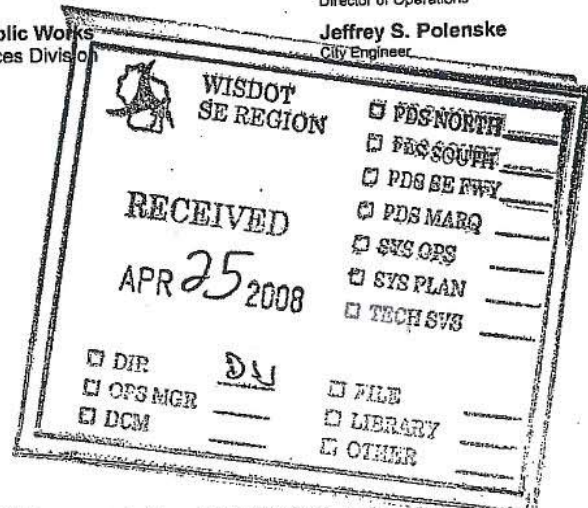
James P. Purko
Director of Operations

Jeffrey S. Polenske
City Engineer

April 24, 2008

Mr. Dewayne Johnson
Southeast Region Director
Wisconsin Department of Transportation
PO Box 798
Waukesha, WI 53187-0798

Dear Mr. Johnson:



As you are aware, the Wisconsin Department of Transportation (WISDOT) is beginning the environmental analysis/preliminary engineering phase for the construction of the Zoo Interchange in the City of Milwaukee. The purpose of this letter is to follow up the meeting of February 26, 2008 with Mayor Barrett and to provide initial Department of Public Works (DPW) input into the design at this early stage of project development.

First, DPW would like to express its continued disappointment that the DEIS and FEIS for the I-94 North-South corridor did not incorporate rapid transit alternatives when considering major transportation improvements in the north-south corridor. While we appreciate the explanations provided to our concerns within Appendix D of the FEIS, we continue to disagree with the general approach WISDOT takes by only implementing the highway components of the regional transportation plan while leaving rapid and express transit components to local jurisdictions.

WISDOT's role in maintaining an effective statewide transportation network should include funding all necessary inter-city transportation facilities that cross multiple jurisdictions – including rapid and express transit facilities. It is DPW's hope that WISDOT takes a more multimodal approach when considering improvements to the Zoo Interchange and future southeastern Wisconsin freeway improvements.

With respect to the Zoo Interchange, the 2035 Regional Transportation Plan for Southeastern Wisconsin calls for capacity expansion of southeastern Wisconsin freeways. However, the regional transportation plan recognizes that additional analysis will be necessary before freeway expansion is advanced. According to the regional transportation plan, "the 127 miles of freeway widening proposed in the plan, and in particular the 19 miles of widening in the City of Milwaukee (IH 94 between the Zoo and Marquette Interchanges and IH 43 between the Mitchell and Silver Spring Interchanges), will undergo preliminary engineering and environmental impact statement by the WISDOT